

March 14, 1995

Julie,

Here are a few thoughts on our just finished meeting with the FAA.

First, we appear to be *circling the airport* on whether or not to remove the Steam Plant. My impression is that the FAA is looking to BFI for a decision while BFI waits for the FAA to decide the issue.

According to the FAA, it will encourage removal, but will stop short of compelling it. The Agency underscored the fact that it was reluctant to press the issue of characterizing the Plant as a hazard to aviation safety and requiring immediate removal.

In light of this, the question falls to BFI. Does King County/BFI want to acquire and demolish the plant. If the County doesn't take the lead and push this issue, the odds are that it will continue to drift for the foreseeable future.

BFI may want to make this question one of the issues considered as part of its strategic planning process. I have attached a revised list of issues which I sketched down, based on what we discussed at our meeting today. This should help frame the questions for Steve and TRA-BV.

I also recommend that someone from BFI and the King Co. Property Division get together with Seattle City Light's David Flores to find out what SCL wants to do with the Plant, if it will consider its sale to BFI, and what the asking price might be. Without knowing this, we are operating in a vacuum. At that meeting, BFI/King Co. should be prepared to discuss SCL's potential tort liability if an air accident occurred and also the effect of the historic designations which attach to the site. If SCL wants to sell the Plant, one of the conditions of sale might be that it first have the historic designations removed or otherwise clear the way for demolition.

Once we know Scull's position on these issues, I recommend a meeting with SCL, the FAA, and perhaps others to continue the discussions with all necessary parties at the table.

Let me know what your thoughts are on our meeting today. As for my next steps, I will plan to push forward on finishing the Diversion memo.

JG

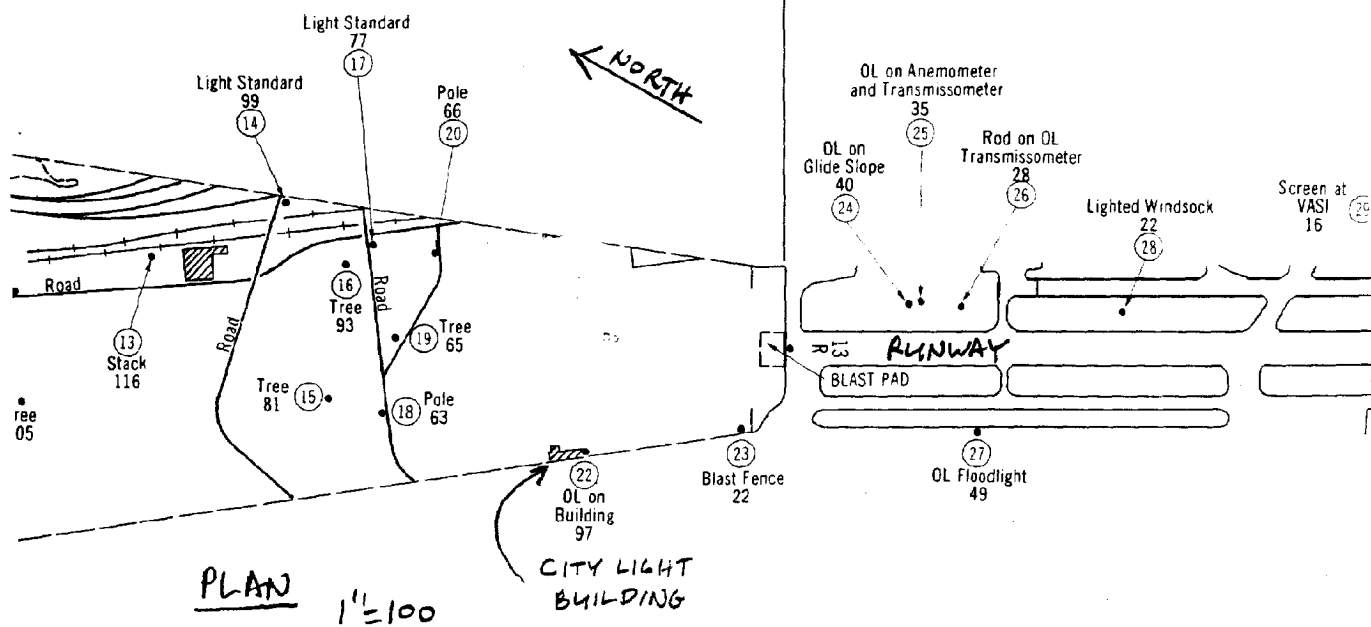
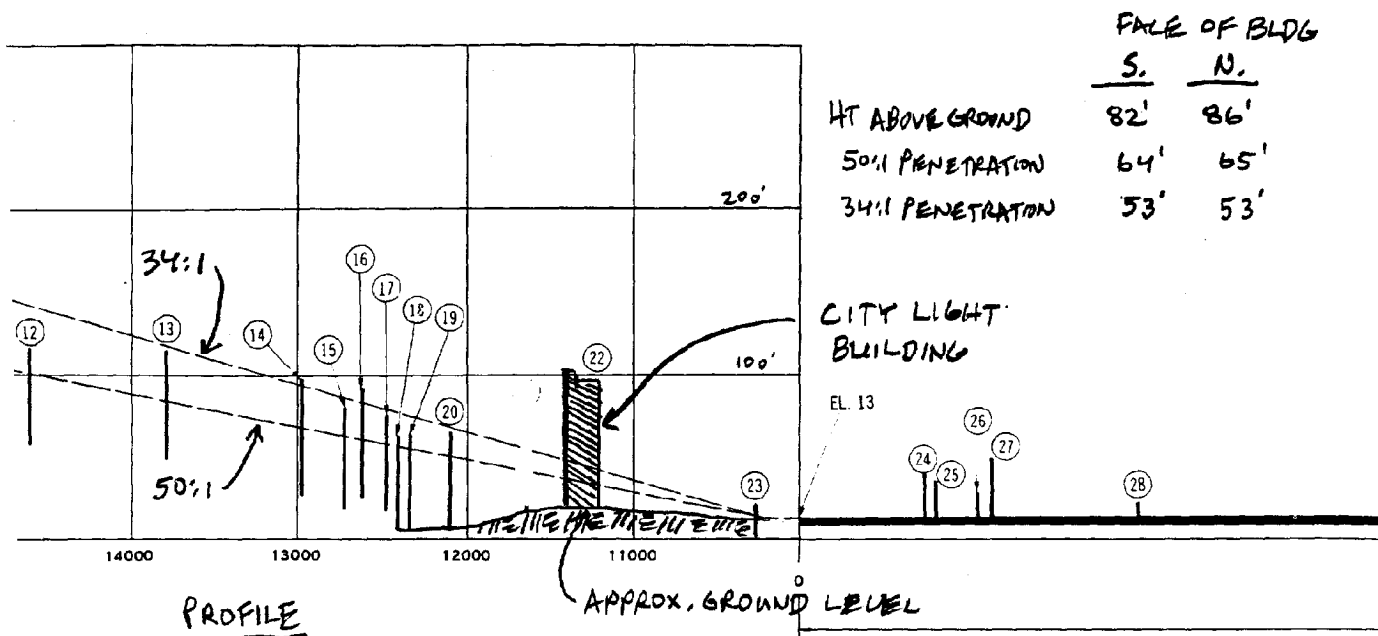
Therese - please send  
copies of this note from  
Jim Goche to Cal,  
Steve Kiehl, Jeff  
& Jack

## STEAM PLANT REMOVAL ISSUES MAR. 14. 95 MTG. w/ FAA & TRA-BV

- DOES FAA CONSIDER THE STEAM PLANT'S INTRUSION ON THE CLEAR ZONE A "PUBLIC SAFETY / OBSTACLE REMOVAL" ISSUE
- IF SO, DOES BFI HAVE TO TAKE ACTION TO HAVE IT REMOVED

### ISSUES

- TIMELINE - HOW QUICKLY MUST BFI ACT?
  - PRESSURE FROM FAA
  - PRESSURE OF TORT LIABILITY
  - " OF POSTPONED ECONOMIC OPPORTUNITY
  - RESISTANCE DUE TO HISTORIC SIGNIFICANCE
- VOLUNTARY SALE - <sup>IS</sup> ~~WILL~~ SEATTLE CITY LIGHT WILLING TO SELL THE PLANT - CONDEMNATION IS NOT AVAILABLE HERE.
- COST OF ACQUISITION / DEMOLITION
  - PURCHASE PRICE
  - PARTIAL PRESERVATION OF HISTORIC FABRIC?
  - DEMOLITION COST
  - SITE REMEDIATION COST (ENVIRON. CLEANUP)
  - SITE DEVELOPMENT COSTS.
- REMOVAL OF HISTORIC PROTECTIONS -
  - WHAT IS THE PROCESS
  - WHO IS RESPONSIBLE FOR DOING THIS
- SUBSEQUENT USES OF LAND
  - EXPANDED TAXIWAY AREAS
  - IMPROVED GLIDE PATH ANGLE
  - ACCESS TO OTHER PARCELS
  - ENHANCE BFI REVENUES - INCREASE LEASABLE LAND.



Winter  
3.6.95  
FROM OBSTRUCTION CHART